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Port of Reni

Construction projects on the Port of Reni, 20 kilometers east of Galati, are being hurried along by the Soviets who are working at a feverish pace.

Reni-Odesa Railroad Line Reconstructed

The Reni-Odesa line has been shortened and is equipped with Russian gauge.

Chilia Branch, Danube Delta, Open Only to Russian Ships

Only Russian ships are allowed to pass through the Chilia (north mouth) of the Danube delta; all other ships pass through the Sulina (central mouth) branch. The port of Reni provides the first harbor for ships on the Danube. Foreign ships, even ships of Satellite countries, are not allowed to go to Ismail.

Russian Observation Posts on Northern Branch, Danube Delta

Barbed wire entanglements have been placed between the frontier guard posts along the banks of the North Branch of the Danube delta in Bessarabia.

Observation posts are being placed at 10-kilometer intervals along the Bessarabian banks of the North Branch of the Danube delta beginning at the mouth of the Danube and continuing as far as Reni, east of Kalas.

Observation posts are approximately 20 meters in height and connected to one another by telephone. Construction is still continuing although many of the posts have been completed. There are no radar installations in this area.

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Russians Construct Large Port at Reni

The Russians have constructed a large port at Reni. An oil pipe line comes from Flocati. From 15 to 25 aluminum oil tanks have been constructed at Reni. Traffic is more in evidence between Reni and Odessa than on any other route. Oil is also being transported.

Ships that remained at anchorages up the Danube River during the winter months are now berthed at Reni. Reni has thus been developed into an important port for the Russians.

Russian-Rumanian Border Closed

The new Russian-Rumanian border in Bessarabia has been completed closed and the old line has been strengthened. Travel along the frontier is allowed only in the area between Reni and Ismail, which is under heavy guard.

Soviets in Rumania

An area is being prepared at Braila to accommodate 5,000 Soviet troops.

A considerable number of the Russian soldiers at Constanta have been transferred to other districts while most of the Rumania garrisons have been abandoned. It is rumored that Russian replacements will arrive to occupy these areas.

Russian Officers School at Braila

There is a Russian officer's school at Braila, accommodating officers of various ranks. Soviet military units have been arriving in Bulgaria directly from Turnu-Severin in Rumania.

There are Soviet units in the Medgidia region of Dobrogea in Rumania. These units are also to be transferred to Bulgaria. Camouflaged military trains move during the night and pass through stations without stopping.

Ada-Kaleh Island

Ada-Kaleh, which had enjoyed a certain prosperity during 1944, experienced a depression after Soviet occupation. Red Armies occupied part of the Balkans, supposedly as an official security force and as allies. However, the Russians are using tactics like those used in occupying an enemy country. In spite of peace treaties, they are remaining here and establishing garrisons.

Ada-Kaleh, being a sovereign entity, is in need of United Nations intervention. Disaster struck this island when the Soviets came. The Soviet occupation force is exercising strict precautions like those employed in the Balkans. The Soviets are using the island as a naval base.

There are two permanent battalions on the island, one of which is a Marine Corps unit. Eight coast-guard boats regularly control the Danube River. One point controls all traffic on the river and all ships are subject to inspection. Inspection is carried out by MVD agents.

Island natives are not allowed to travel more than 15 miles from the coast. Two districts on the island have been set up as restricted areas.

There are coast artillery batteries, antiaircraft guns, and radar stations on the island. A hangar for naval planes is under construction.

This island gives the Soviets complete control of the Danube. Because the island belongs to no country, the Soviets can easily annex it and effectually control the Danube.

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The last hopes of the islanders centered on help from the United Nations, but it is obvious that nothing will be forthcoming since the United Nations has no information about the existence of this island or its depressing condition.

#### Labor Organizations

The Seamen's Syndicate at Constanta has been connected with the Director of Naval Ports and has become an official government organization.

The Labor Syndicate at Constanta, with a membership of 3,000, was dissolved in December 1948. A large part of the Syndicate members resigned from their jobs and joined the police forces. If the Seaman's Syndicate has 500 members, they are all members of the Communist Party.

According to the regulations of the new Seaman's Syndicate, to join the organization one must be a member of the Rumanian Workers Party (Communist Party).

Syndicate members have ration cards for bread, meat, sugar, soap, shoes, and clothing. Those who have cards can buy from the state markets at much lower prices. Persons without cards have to buy from the free markets which charge exorbitant prices and operate like black markets. There are 30 state markets in Constanta. Only markets No 1 and 2 sell clothing.

MAY 1949

#### A. Internal Political Situation

##### 1. Strict Security Measures at Constanta

After 15 April 1949, strict security measures were taken at Constanta and the number of official and civil militia were proportionately increased. It is said that the reason for the strict security measures was to prevent a military plan which had been stolen at Bucharest from leaving the country.

##### 2. Evacuated Homes in Constanta

A large section of the city of Constanta has been evacuated and Communists have occupied the area.

##### 3. Resistance Movements

In the period of one month, on two different occasions, placards and announcements with anti-Communist texts were secretly hung on walls in the city of Braila. The militia conducted frequent searches in theaters, restaurants, and on the streets. The text of the anti-Communist announcements stated that all persons must courageously remain at work, not to fear, and that the day of liberation was close at hand.

It is said that anti-Communist activity of this sort is being carried on in all the cities of Rumania.

Anti-Stalin and anti-Communist announcements are frequently hung during the night upon the walls in the cities of Bucharest and Constanta.

##### 4. Domestic Economy

The USSR receives Rumania's entire production. The Rumanian people are greatly oppressed. To purchase a small amount of olive oil, one must have a drug prescription and buy it at a pharmacy. Maize and maize-flour are unobtainable on the Rumanian market, while meat, wheat or barley flour, potatoes, butter, and fresh vegetables are sold at exorbitant prices.

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Farmers hesitate to sow new crops this year because in previous years they have seen the government take over their crops and leave them only a small amount. This has caused much discontent among the people.

Because of strict government control and persecutions, the Rumanian people dare not attempt opposition movements.

#### B. Soviet Activity in Rumania

##### 1. Oil is Being Transported to Russia

Russian pipe lines carry oil from Rumania to Odessa. Pipe lines were laid by the Russians during the Russian occupation of Rumania.

##### 2. Braila Railroad Line Repaired by Russians

There is much activity on the land roads from Braila leading to the Russian borders. The Braila railroad line has been repaired by the Russians and regular traffic is maintained on the line.

There is an important railroad repair and construction workshop located near the athletic field located 6 kilometers north of Braila. This workshop is in operation day and night.

##### 3. Rumanian Production Sent to Russia

Rumanian factories are active day and night and all production is sent to Russia. Cement factories are also operating on day and night schedules, yet not one kilo of cement can be found on the market.

##### 4. Barges Salvaged

Barges, sunk in the Danube River by the Germans during World War II, are being brought to the surface by the Russians and the river is being dredged. The barges thus salvaged have been repaired by and are now being used for transportation on the river.

From 50 to 70 flatboats left by the Germans have been repaired and are being used for river transportation. They are pulled by tugboats in groups of four or five.

Four groups, made up of 16 flatboats, are now in use as a regular convoy for transporting timber, cement, and sand.

##### 5. Constanta-Mangalia Coast Fortification

It is understood that the coast line from Constanta to Mangalia is being fortified.

##### 6. Landing Boats Under Construction

On the Danube River, especially between Tulcea and Kalas, there is a large number of Russian river boats (tank barges).

Landing boats are being constructed at a location about 15 minutes [sic] distance from the Kalas docks, on the north shore of the Danube, south of the railroad. Some of these boats have been completed and painted a khaki color while others are on slipways.

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Construction workshops have been circled by concrete walls 7 feet high; the shore section is enclosed by wire entanglements. Sentries stand guard around the workshops. The barking of dogs is heard at night.

There are large piles of lumber at the Kalas docks ready for export.

#### ROMANIAN AIR FORCES

##### Administration of the Romanian Air Forces

Nation Defense Ministry (The Air Ministry has been abolished)

Air Forces Command

First Aid Command (the only air command)

##### Wings in the First Air Command

1st Pursuit Wing  
2d Bomber Wing  
3d Penetration Wing  
4th Reconnaissance Wing  
5th Wing (does not exist)  
6th Wing (does not exist)  
7th Transportation Wing

These wings are incomplete. The personnel in the wings is full strength but there is a lack of aircraft and necessary equipment. The First Wing has approximately 100 planes, part of which are Messerschmits and part are IAR 80's and IAR 81's. The IAR is of Rumanian manufacture. There is a large airplane factory at Brasov known as the Industria Aeronautica Rumania. The IAR plane has adopted the first letters of the factory for its name. The factory is also known as the IAR.

The 3d Penetration Wing has five or six Henschel fighter planes and five or six Stukas.

The 4th Reconnaissance Wing has about 60 IAR 38's and IAR 39's. These planes have been left over from the last war and are now obsolete and of little use. The 7th Transportation Wing has five Junker 52's, five Heinkel 111's, and five or six Savoia-Marchetti planes. The transport planes in this wing are used only for troop transport. According to the above figures, the Rumanian Army has only 185 aircraft.

None of the wings are independent. They are connected directly with the First Air Command. Neither the commanders of wings nor the First Air Command maintain contact with the General Staff. The First Air Command is connected to the Air Forces Command which receives communications and maintains liaison with the General Staff.

The Air Forces Command is the central office for training and instruction.

##### Wing Units

Wings are divided into three groups. Each group is separated into two or three escadrille's, small wings. Each escadrille consists of 12 airplanes, but at present, because of the lack of planes in Rumania, the small wings do not have the required number of planes. The 1st Pursuit Wing has 100 planes.

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Location of Wings

1st Pursuit Wing: Popesti-Leordeni Airfield in suburbs of Bucharest.

2d Bombardment Wing: Tecuci Airfield south of Moldavia.

3d Penetration Wing: Airfield near the IAR factory at Brasov.

4th Reconnaissance Wing: This wing is located at Turda in central Transylvania, but the Turda Airfield is occupied by the planes belonging to the TARS (Transportari Aerieni Romano Sovietice).

7th Transportation Wing: Giulesti Airfield in suburbs of Bucharest.

The Aviation Technical School located at Medias in central Transylvania is under the First Air Command. This school trains technicians and specialists for military planes.

The school is large and modern. It has all types of technical and scientific equipment, a large number of newly constructed workshops, laboratories, study rooms, sleeping quarters, and landing strips. Last year (1948) 100 students graduated from this school.

Airplane Industry

At the present no planes are being produced in Rumania. The large IAR plane factory at Brasov is at present only manufacturing tractors of the IAR 50 type. The ICAR factory, located in the Cotroceni quarter of Bucharest on Sergeant Nitaion Street is also producing tractors. In addition to tractors, this factory also manufactures gliders and training planes of the Fleet and Fissler types. The SET Airplane Factory, in the Obor quarter of Bucharest, and the ASAM Airplane Factory, in the Cotroceni quarter of Bucharest, are no longer producing airplanes but are concerned only with airplane repair projects.

Airfields

There are two airfields at Constanta. One is located in the Mamaia area and the other in the Palas area. There is a Naval Air Base at Techirghiol in the suburbs of Constanta.

There is an airfield in the suburbs of Calarasi on the Danube River. Airfields are also located in the Baneasa, Popesti-Leordeni, Giulesti, and Otopeni areas in the Bucharest region.

There are airfields located at or in the vicinity of the following towns in Rumania: Buzau, Galati, Tecuci, Iasi, Roman, Bacau, Focsani, Ploesti, La Targuor [?], Alexandria, Rosiori de Vede, Caracal, Craiova, Turnu-Severin, Targu-Jiu, Brasov, La Ghimbar [?], Sibiu, Arad, Caransebes, Timisoara, Oradea, Cluj, Satu-Mare, Campia Turzii, and Turda.

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